



Application

01968 - 2014 Roadway Reconstruction/Modernization

02007 - CSAH 21/TH 13 Intersection Improvements

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted

Submitted Date: 12/01/2014 1:31 PM

Primary Contact

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***** Jordan Minnesota 55352
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Fax:

What Grant Programs are you most interested in? Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name: SCOTT COUNTY

Jurisdictional Agency (if different):

Organization Type:

County Government

Organization Website:

Address:

600 COUNTRY TRAIL E

*

JORDAN

Minnesota

55352

City

State/Province

Postal Code/Zip

County:

Scott

Phone:*

612-496-8355

Ext.

Fax:

PeopleSoft Vendor Number

0000024262A3

Project Information

Project Name

CSAH 21 and TH 13 Intersection Reconstruction

Primary County where the Project is Located

Scott

Jurisdictional Agency (If Different than the Applicant):

The proposed project is to improve the CSAH 21/TH 13 intersection in downtown Prior Lake by adding left and right turn lanes to the intersection approaches, upgrading traffic signals to improve operations, modifying access and traffic control to the surrounding local roadway connections to support the CSAH 21/TH 13 capacity/operational needs, and upgrading pedestrian/bicycle facilities at the intersection for safe and efficient access to the downtown and the surrounding regional trail/parks.

Both CSAH 21 and TH 13 are A-Minor Arterials. The primary improvements for this project are operational improvements by adding turn lanes to separate turning movements from the thru lanes and reduce delay at the intersection. Since there are currently no turn lanes on CSAH 21, the existing traffic signal at the intersection uses split-phase timing. This results in an inefficient operation of the intersection and leads to long delays for both turning and thru movements. It also makes it challenging for pedestrians to cross at the intersection.

Brief Project Description (Limit 2,800 characters; approximately 400 words)

The project will improve traffic flow in downtown Prior Lake by reconstructing the CSAH 21/Main Avenue intersection from an all-way stop to a right-in/right-out only intersection, and adding a traffic signal to CSAH 21/Arcadia Avenue to facilitate movements across CSAH 21 to both sides of the downtown area. Credit River Road east of TH 13 will also be realigned to allow space for the new turn lanes on CSAH 21.

Prior Lakes 2030 Vision and Strategic Plan prioritizes economic development as one of the city's most important goals. This is particularly important in the downtown which is relatively small and is divided by CSAH 21 which is projected to

carry 27,000 vehicles per day. The project is consistent with the 2005 CSAH 27 Corridor Study that identified the alignment of County State Aid Highway 21 through Prior Lake in order to maintain adequate access to the Prior Lake downtown.

Include location, road name/functional class, type of improvement, etc.

Project Length (Miles) 0.5

Connection to Local Planning:

Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.

Scott County 2014-2023 Transportation Improvement Program (Page 44)

Scott County 2030 Comprehensive Plan (Page VI-49)

Connection to Local Planning

CSAH 21 Corridor Study (Pages 46-50)

City of Prior Lake 2030 Comprehensive Plan (Page 4.15)

Project Funding

Are you applying for funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$6,000,000.00

Match Amount \$1,500,000.00

Minimum of 20% of project total

Project Total \$7,500,000.00

Match Percentage 20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds Local

Preferred Program Year

Select one: 2019

MnDOT State Aid Project Information: Roadway Projects

| | |
|--|--|
| County, City, or Lead Agency | Scott County |
| Functional Class of Road | A-Minor Expander |
| Road System | CSAH |
| <i>TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET</i> | |
| Name of Road | Eagle Creek Avenue SE |
| <i>Example; 1st ST., MAIN AVE</i> | |
| Zip Code where Majority of Work is Being Performed | 55372 |
| (Approximate) Begin Construction Date | 05/31/2019 |
| (Approximate) End Construction Date | 11/22/2019 |
| LOCATION | |
| From: (Intersection or Address) | Arcadia Avenue SE |
| <i>Do not include legal description; Include name of roadway if majority of facility runs adjacent to a single corridor.</i> | |
| To: (Intersection or Address) | Approximately 1,200 ft east of TH 13 |
| Type of Work | grading, aggregate base, bituminous base, bituminous surface, concrete walk, signals, lighting, ped ramps |
| <i>Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)</i> | |
| Old Bridge/Culvert? | No |
| New Bridge/Culvert? | No |
| Structure is Over/Under (Bridge or culvert name): | n/a |

Specific Roadway Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|--|----------------|
| Mobilization (approx. 5% of total cost) | \$200,000.00 |
| Removals (approx. 5% of total cost) | \$200,000.00 |
| Roadway (grading, borrow, etc.) | \$900,000.00 |
| Roadway (aggregates and paving) | \$1,400,000.00 |
| Subgrade Correction (muck) | \$0.00 |
| Storm Sewer | \$600,000.00 |
| Ponds | \$0.00 |
| Concrete Items (curb & gutter, sidewalks, median barriers) | \$850,000.00 |
| Traffic Control | \$200,000.00 |

| | |
|--|-----------------------|
| Striping | \$50,000.00 |
| Signing | \$50,000.00 |
| Lighting | \$100,000.00 |
| Turf - Erosion & Landscaping | \$250,000.00 |
| Bridge | \$0.00 |
| Retaining Walls | \$800,000.00 |
| Noise Wall | \$500,000.00 |
| Traffic Signals | \$500,000.00 |
| Wetland Mitigation | \$0.00 |
| Other Natural and Cultural Resource Protection | \$0.00 |
| RR Crossing | \$0.00 |
| Roadway Contingencies | \$800,000.00 |
| Other Roadway Elements | \$0.00 |
| Totals | \$7,400,000.00 |

Specific Bicycle and Pedestrian Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|--|---------------------|
| Path/Trail Construction | \$80,000.00 |
| Sidewalk Construction | \$0.00 |
| On-Street Bicycle Facility Construction | \$0.00 |
| Right-of-Way | \$0.00 |
| Pedestrian Curb Ramps (ADA) | \$20,000.00 |
| Crossing Aids (e.g., Audible Pedestrian Signals, HAWK) | \$0.00 |
| Pedestrian-scale Lighting | \$0.00 |
| Streetscaping | \$0.00 |
| Wayfinding | \$0.00 |
| Bicycle and Pedestrian Contingencies | \$0.00 |
| Other Bicycle and Pedestrian Elements | \$0.00 |
| Totals | \$100,000.00 |

Specific Transit and TDM Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|---|-------------|
| Fixed Guideway Elements | \$0.00 |

| | |
|---|---------------|
| Stations, Stops, and Terminals | \$0.00 |
| Support Facilities | \$0.00 |
| Transit Systems (e.g. communications, signals, controls, fare collection, etc.) | \$0.00 |
| Vehicles | \$0.00 |
| Transit and TDM Contingencies | \$0.00 |
| Other Transit and TDM Elements | \$0.00 |
| Totals | \$0.00 |

Transit Operating Costs

| OPERATING COSTS | Cost |
|-------------------------|---------------|
| Transit Operating Costs | \$0.00 |
| Totals | \$0.00 |

Totals

| | |
|-------------------------------------|----------------|
| Total Cost | \$7,500,000.00 |
| Construction Cost Total | \$7,500,000.00 |
| Transit Operating Cost Total | \$0.00 |

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

Check the box to indicate that the project meets this requirement. Yes

2. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

3. Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement. Yes

4. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Expansion, reconstruction/modernization, and bridges must be between \$1,000,000 and \$7,000,000. Roadway system management must be between \$250,000 and \$7,000,000.

Check the box to indicate that the project meets this requirement. Yes

5. The project must comply with the Americans with Disabilities Act.

Check the box to indicate that the project meets this requirement. Yes

6. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

Check the box to indicate that the project meets this requirement. Yes

8. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

9. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Roadways Including Multimodal Elements

Expansion and Reconstruction/Modernization Projects Only

1. The project must be designed to meet 10-ton load limit standards.

Check the box to indicate that the project meets this requirement. Yes

2. Federal funds are available for roadway construction and reconstruction on new alignments or within existing right-of-way, including associated construction and excavation, bridges, or installation of traffic signals, signs, utilities, bikeway or walkway components and transit components.

The project must exclude costs for right-of-way, studies, preliminary engineering, design, or construction engineering. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding unless included as part of a larger project, which is otherwise eligible.

Check the box to indicate that the project meets this requirement. Yes

Bridge Projects Only

3. The bridge project must be identified as a Principal Arterial (Non-Freeway facilities only) or A Minor Arterial as shown on the latest TAB approved roadway functional classification map.

Check the box to indicate that the project meets this requirement.

4. Bridges selected in previous Bridge Improvement and Replacement solicitations (1994-2011) are not eligible. A previously selected project is not eligible unless it has been withdrawn or sunset prior to the deadline for proposals in this solicitation.

Check the box to indicate that the project meets this requirement.

5. Projects requiring a grade-separated crossing of a Principal Arterial of freeway design must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT's Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

Check the box to indicate that the project meets this requirement.

6. The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities sub-categories. Rail-only bridges are ineligible for funding.

Check the box to indicate that the project meets this requirement.

7. The length of the bridge must equal or exceed 20 feet.

Check the box to indicate that the project meets this requirement.

8. Project limits for bridge projects are limited from abutment to abutment.

Check the box to indicate that the project meets this requirement.

9. The project must exclude costs for studies, preliminary engineering, design, construction engineering, and right-of-way.

Check the box to indicate that the project meets this requirement.

Bridge Replacement Projects Only

10. The bridge must have a sufficiency rating less than 50. Additionally, it must also be classified as structurally deficient or functionally obsolete.

Check the box to indicate that the project meets this requirement.

Bridge Rehabilitation Projects Only

11. The bridge must have a sufficiency rating less than 80. Additionally, it must also be classified as structurally deficient or functionally obsolete.

Check the box to indicate that the project meets this requirement.

Other Attachments

| File Name | Description | File Size |
|---|--------------------------------|------------------|
| 2007 Scott Co HSIP.pdf | Crash B/C | 30 KB |
| CSAH21-TH13Layout.pdf | CSAH 21 & TH 13 Layout | 1.8 MB |
| Prior Lake Letter of Support-CH 21 and TH 13.pdf | Letter of Support - Prior Lake | 32 KB |
| Scott County Resolution.pdf | Scott County Resolution | 82 KB |
| TH 13_CSAH 21 Intersection Improvements MnDOT letter of support.pdf | Letter of Support - MnDOT | 38 KB |

Reliever: Freeway Facility or

Facility being relieved

Number of hours per day volume exceeds capacity (based on the Congestion Report) 0

Reliever: Non-Freeway Facility or

Facility being relieved

Number of hours per day volume exceeds capacity (based on the table below) 0

Non-Freeway Facility Volume/Capacity Table

| Hour | NB/EB Volume | SB/WB Volume | Capacity | Volume exceeds capacity |
|-------------------|--------------|--------------|----------|-------------------------|
| 12:00am - 1:00am | | | | |
| 1:00am - 2:00am | | | | |
| 2:00am - 3:00am | | | | |
| 3:00am - 4:00am | | | | |
| 4:00am - 5:00am | | | | |
| 5:00am - 6:00am | | | | |
| 6:00am - 7:00am | | | | |
| 7:00am - 8:00am | | | | |
| 8:00am - 9:00am | | | | |
| 9:00am - 10:00am | | | | |
| 10:00am - 11:00am | | | | |
| 11:00am - 12:00pm | | | | |
| 12:00pm - 1:00pm | | | | |
| 1:00pm - 2:00pm | | | | |
| 2:00pm - 3:00pm | | | | |
| 3:00pm - 4:00pm | | | | |
| 4:00pm - 5:00pm | | | | |
| 5:00pm - 6:00pm | | | | |
| 6:00pm - 7:00pm | | | | |
| 7:00pm - 8:00pm | | | | |
| 8:00pm - 9:00pm | | | | |
| 9:00pm - 10:00pm | | | | |
| 10:00pm - 11:00pm | | | | |
| 11:00pm - 12:00am | | | | |

Expander/Connector/Augmentor/Non-Freeway Principal Arterial

Select one: Expander

Area 4.0

| | |
|------------------|----------------------------------|
| Project Length | 0.5 |
| Average Distance | 8.0 |
| Upload Map | CH 21 TH 13 Roadway Area Map.pdf |

Measure B: Current Heavy Commercial Traffic

| | |
|---|---------------------|
| Location | CH 21 west of TH 13 |
| Current daily heavy commercial traffic volume | 1520.0 |

Measure C: Project Location Relative to Jobs, Manufacturing, and Education

Select all that apply

Direct connection to or within a mile of a Job Concentration

Direct connection to or within a mile of a Manufacturing/Distribution Location

Direct connection to or within a mile of an Educational Institution

Project provides a direct connection to or within a mile of an existing local activity center identified in an adopted county or city plan

Yes

County or City Plan Reference (Limit 700 characters; approximately 100 words)

This project provides a direct connection to Downtown Prior Lake, a local activity center identified in the City of Prior Lake 2030 Comprehensive Plan. The project is also within a mile of Upper and Lower Prior Lake, a local activity center identified in the City of Prior Lake 2030 Comprehensive Plan.

Upload Map CH 21 TH 13 Economy Map.pdf

Measure A: Current Daily Person Throughput

| | |
|--|---------------------|
| Location | CH 21 West of TH 13 |
| Current AADT Volume | 14300.0 |
| Existing Transit Routes on the Project | 490, 492 |

Response: Current Daily Person Throughput

| | |
|--|---------|
| Average Annual Daily Transit Ridership | 715.0 |
| Current Daily Person Throughput | 19305.0 |

Measure B: 2030 Forecast ADT

Use Metropolitan Council model to determine forecast (2030) ADT volume

METC Staff - Forecast (2030) ADT volume 0

OR

Approved county or city travel demand model to determine forecast (2030) ADT volume Yes

Forecast (2030) ADT volume 28000.0

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty

Project located in Concentrated Area of Poverty

Projects census tracts are above the regional average for population in poverty or population of color

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly. Yes

Response (Limit 1,400 characters; approximately 200 words)

The CSAH 21 and TH 13 project is located in downtown Prior Lake. The downtown area is home to a number of apartment units, including senior apartments. Some of the original homes constructed in the early 1900s are nearby the project. These home values are below the median home value in the twin cities and below Scott County median values. The majority of the homes are occupied by either young lower income families or elderly lifelong residents. These residents all need to access to the commercial or businesses in the downtown area. The project will close the gap on these trails and improve access across CSAH 21 between the north and south ends of downtown for residents, including seniors and children to access these destinations without having to cross traffic at uncontrolled locations or an all-way stop multi-lane intersection.

The project is not anticipated to negatively impact low-income populations, populations of color, or the elderly. All facilities will be upgraded to current ADA standards to improve access for people with disabilities.

Upload Map

CH 21 TH 13 Socio Economic Map.pdf

Measure B: Affordable Housing

| City/Township | Segment Length (Miles) |
|---------------|------------------------|
| Prior Lake | 0.53 |
| | 1 |

Total Project Length

Total Project Length 0.5

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

| City/Township | Segment Length (Miles) | Total Length (Miles) | Score | Segment Length/Total Length | Housing Score Multiplied by Segment percent |
|---------------|------------------------|----------------------|-------|-----------------------------|---|
| Prior Lake | 0.53 | 0.53 | 52.0 | 1.0 | 52.0 |
| | | 1 | 52 | 1 | 52 |

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

| | |
|------------------------------|------|
| Total Project Length (Miles) | 0.53 |
| Total Housing Score | 52.0 |

Measure A: Year of Roadway Construction

| Year of Original Roadway Construction or Most Recent Reconstruction | Roadway Segment Length (Miles) | Calculation | Calculation 2 |
|---|--------------------------------|-------------|---------------|
| 1989.0 | 0.53 | 1054.17 | 1989.0 |
| | 1 | 1054 | 1989 |

Average Construction Year

| | |
|---------------|--------|
| Weighted Year | 1989.0 |
|---------------|--------|

Total Segment Length (Miles)

| | |
|----------------------|------|
| Total Segment Length | 0.53 |
|----------------------|------|

Measure B: Geometric, Structural, or Infrastructure Improvements

Response (Limit 1,400 characters; approximately 200 words)

CSAH 21 at TH 13 does not have turn lanes on CSAH 21. Due to no turn lanes, the signal system is split phased and this causes congestion in downtown Prior Lake. The project will add turn lanes on CSAH 21 and improve the operation of the intersection. The signals will also be improved by having pedestrian countdown timers and upgraded ADA ped ramps at the intersection. The four way stop at CSAH 21 and Main Street will be removed with the project and Main Street will be reconfigured into a right in/right out to comply with County Access Spacing guidelines.

The intersection will be constructed as a 10-ton roadway.

Measure A: Cost Effectiveness of Vehicle Delay Reduction

| | |
|---|------------------------------|
| Total Project Cost from Cost Sheet | \$7,500,000.00 |
| Total Peak Hour Vehicle Delay Without The Project | 167969.0 |
| Total Peak Hour Vehicle Delay With The Project | 60168.0 |
| Total Peak Hour Vehicle Delay Reduced by Project | 107801.0 |
| Cost Effectiveness | \$69.57 |
| Synchro or HCM Reports | TH13-CH21 Synchro Report.pdf |

Measure B: Cost Effectiveness of Emissions Reduction

| | |
|--|------------------------------|
| Total Project Cost from Cost Sheet | \$7,500,000.00 |
| Total Peak Hour Kilograms Reduced by Project | 2.22 |
| Cost Effectiveness | \$3,378,378.38 |
| Synchro or HCM Reports | TH13-CH21 Synchro Report.pdf |

Measure A: Benefit/Cost of Crash Reduction

| | |
|----------------------------|-----------------------------------|
| Project Benefit/Cost Ratio | 0.21 |
| Worksheet Attachment | 21 at 13 benefitcostworksheet.xls |

Measure A: Transit Connections

| | |
|--|---|
| Existing Routes Directly Connected to the Project | 490, 492 |
| Planned Transitways directly connected to the project (alignment and mode determined and identified in the 2030 TPP) | N/A |
| Upload Map | CH 21 TH 13 Transit Connections Map.pdf |

Response

Met Council Staff Data Entry Only

| | |
|----------------------|----------|
| Route Ridership | 185574.0 |
| Transitway Ridership | 0 |

Measure B: Bicycle and Pedestrian Connections

This project will improve non-motorized connections to Downtown Prior Lake, a pedestrian oriented district. While existing sidewalk and trail facilities exist, the project will improve safety and reduce delay for trail users crossing the CSAH 21/TH 13 intersection to access the Downtown area by removing the split-phased signal and upgrading ADA facilities. The existing uncontrolled Arcadia Avenue intersection will be upgraded with a traffic signal to also improve access between businesses and homes on both sides of downtown.

Response (Limit 1,400 characters; approximately 200 words)

The Scott County West Regional Trail runs adjacent to CSAH 21 and connects to the Mystic Lake campus (casino, hotel, amphitheater, fitness center, hockey rinks) and Spring Lake Regional Park on the west end to downtown Prior Lake and Cleary Lake Regional Park to the east. Local parks served by this trail connection include Upper and Lower Prior Lake, Lakefront Community Park, the Ponds athletic complex, and Jeffers Pond nature park. In between these commercial, employment, and recreation nodes, neighborhoods connect to the trail through their local pedestrian networks. The regional trail provides an alternative mode of transportation to the variety of entertainment, recreational, and retail land uses along the CSAH 21 and CSAH 82 corridors.

The Scott West Regional Trail along CSAH 21 is identified as a Tier 2 Defined Alignment Corridor in the RBTN.

Measure C: Multimodal Facilities

Response (Limit 1,400 characters; approximately 200 words)

This project will improve safety and reduce delay for trail users crossing the CSAH 21/TH 13 and Arcadia Avenue intersections to access the Downtown Prior Lake area. Currently the split-phased signal at CSAH 21/TH 13 makes it uninviting and more challenging for pedestrians and bicyclists to cross at the intersection. The project will upgrade the signal and remove the split-phased timing to increase the ability for pedestrian activity at the intersection. The Arcadia Avenue intersection will be converted to a signalized intersection for an additional access across CSAH 21. The intersections will be upgraded with all of the latest ADA standards to improve access for all populations. A new trail segment will be installed at the northeast quadrant to improve access to the neighborhood and the downtown district.

The project area is within the 490 and 492 transit service routes. Additional transit opportunities may increase with the merger of Minnesota Valley Transit Agency into Shakopee and Prior Lake. The Eagle Creek Transit Station is located north of the project area on CSAH 21. A continuous trail connection exists between the transit station and downtown Prior Lake, providing the opportunity for non-motorized access between the commercial center and transit opportunities. The Scott West Regional Trail also runs along the project area and offers connections to Shakopee.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

2) Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 11/20/2014

3) Environmental Documentation (10 Percent of Points)

EIS

EA

PM Yes

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75%

Document in progress; environmental impacts identified Yes

50%

Document not started

0%

Anticipated date or date of completion/approval 12/01/2017

4) Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge Yes

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review: 12/15/2016

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

No Section 4f/6f resources located in the project area

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects Yes

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way or easements not required

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified Yes

25%

Right-of-way or easements required, parcels not identified

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition 12/01/2018

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

Railroad Right-of-Way Agreement required; negotiations have begun

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement

8)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion Yes

50%

Construction plans have not been started



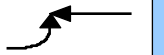

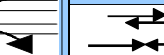

0%

Anticipated date or date of completion 10/01/2018

9)Letting

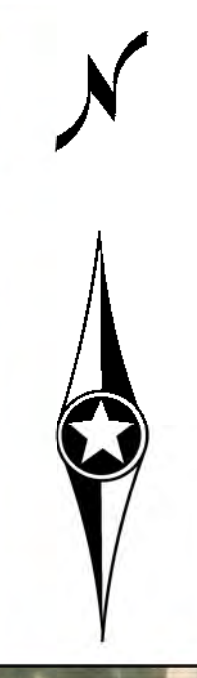
Anticipated Letting Date 02/15/2019

HSIP worksheet

| Control Section | | T.H. / Roadway | Location | | | Beginning Ref. Pt. | Ending Ref. Pt. | State, County, City or Township | Study Period Begins | Study Period Ends | |
|--|----------------------|---|--|---|---|--|---|--|---------------------|-------------------|-------|
| | | CH 21 | Main Ave. to TH 13 | | | | | Scott Co. | 1/1/2011 | 12/31/2014 | |
| Description of Proposed Work | | | TOTAL of all crash reductions (see individual worksheets). Add turn lanes, rebuild and retime traffic signal at TH 13 and CH 21. Install median on CH 21 at Main Ave. | | | | | | | | |
| Accident Diagram Codes | | 1 Rear End | 2 Sideswipe Same Direction | 3 Left Turn Main Line | 5 Right Angle | 4,7 Ran off Road | 8, 9 Head On/ Sideswipe - Opposite Direction | Pedestrian | Other | Total | |
| | |  |  |  |  |  |  | | | | |
| Study Period: Number of Crashes | Fatal | F | | | | | | | | | |
| | Personal Injury (PI) | A | | | | | | | | | |
| | | B | | | | | | | 1 | | 1 |
| | | C | 3 | | 1 | | | | | | 4 |
| | Property Damage | PD | 4 | | | | | | | | 4 |
| % Change in Crashes | Fatal | F | | | | | | | | | |
| | PI | A | | | | | | | | | |
| | | B | | | | | | | | | |
| | | C | | | | | | | | | |
| | Property Damage | PD | | | | | | | | | |
| Change in Crashes <small>= No. of crashes X % change in crashes</small> | Fatal | F | | | | | | | | | |
| | PI | A | | | | | | | | | |
| | | B | | | | | | | -0.71 | | -0.71 |
| | | C | -2.05 | | -0.63 | | | | | | -2.68 |
| | Property Damage | PD | -2.52 | | | | | | | | -2.52 |
| Year (Safety Improvement Construction) | | 2019 | | | | | | | | | |
| Project Cost (exclude Right of Way) | | \$ 7,500,000 | Type of Crash | Study Period: Change in Crashes | Annual Change in Crashes | Cost per Crash | Annual Benefit | <div style="border: 1px solid black; background-color: #FFDAB9; padding: 5px; display: inline-block;">B/C= 0.21</div> Using present worth values, B= \$ 1,561,706 C= \$ 7,500,000 See "Calculations" sheet for amortization. Office of Traffic, Safety and Technology September 2014 | | | |
| Right of Way Costs (optional) | | | F | | | \$ 1,100,000 | | | | | |
| Traffic Growth Factor | | 3% | A | | | \$ 550,000 | | | | | |
| Capital Recovery | | | B | -0.71 | -0.18 | \$ 160,000 | \$ 28,400 | | | | |
| 1. Discount Rate | | 4.5% | C | -2.68 | -0.67 | \$ 81,000 | \$ 54,270 | | | | |
| 2. Project Service Life (n) | | 20 | PD | -2.52 | -0.63 | \$ 7,400 | \$ 4,662 | | | | |
| | | | Total | | | \$ 87,332 | | | | | |

derekar pdf-color.pltctfg bmi,tbl 11/26/2014 4:30:54 PM H:\SC00\T42109224\CAD\MS\Prelim\Layout\TH 13 at CSAH 21 Layout.dgn

DRAFT



| LEGEND | |
|--------|---------------------------------|
| | ROADWAY |
| | CONCRETE SIDEWALK |
| | CONCRETE CURB/ MEDIAN/ DRIVEWAY |
| | BITUMINOUS TRAIL |
| | LANDSCAPING |
| | MILL AND OVERLAY |
| | SHOULDER |
| | DRIVEWAY APRON |
| | MEDIAN BARRIER |
| | RETAINING WALL |
| | TRAFFIC SIGNAL |



FIGURE 1
PRELIMINARY DESIGN CONCEPT
 TH 13/CH 21 2014 REGIONAL SOLICITATION
 PRIOR LAKE, SCOTT COUNTY, MN





4646 Dakota Street SE
Prior Lake, MN 55372

November 24, 2014

Craig Jenson
Transportation Planner
Scott County Highway Department
600 Country Trail East
Jordan, MN 55352

Re: Intersection Improvement – CSAH 21 & TH 13

Dear Mr. Jenson:

The City of Prior Lake is aware Scott County is applying for funding through the Regional Solicitation for intersection improvements at CSAH 21/TH 13 under the Roadways Reconstruction/Modernization category. The local match is expected to come from a combination of City and County sources. These improvements are endorsed by the City of Prior Lake and we are supportive of the Regional Solicitation application.

Please let me know if there is any additional information you need from us regarding this funding application.

Sincerely,

Larry Poppler
City Engineer/Inspections Director
City of Prior Lake

**BOARD OF COUNTY COMMISSIONERS
SCOTT COUNTY, MINNESOTA**

| | |
|----------------------------------|-------------------|
| Date: | November 18, 2014 |
| Resolution No.: | 2014-204 |
| Motion by Commissioner: | Ulrich |
| Seconded by Commissioner: | Menden |

**RESOLUTION NO. 2014-204; AUTHORIZING SUBMITTAL OF TRANSPORTATION
PROJECTS TO THE TRANSPORTATION ADVISORY BOARD (TAB) FOR CONSIDERATION
IN THE 2014 REGIONAL SOLICITATION PROCESS**

WHEREAS, the TAB is requesting project submittals for federal funding under Surface Transportation Program (STP), Transportation Alternatives Program (TAP), and Congestions Mitigation and Air Quality (CMAQ); and

WHEREAS, funding is available in the 2017-2019 federal fiscal years; and

WHEREAS, funding provides up to 80 percent of project construction costs; and

WHEREAS, this federal funding of projects reduces the burden on local taxpayers for regional improvements; and

WHEREAS, Scott County has identified projects that improve the safety and transportation system of the region; and

WHEREAS, the Scott County Board of Commissioners desires to support these projects.

**BOARD OF COUNTY COMMISSIONERS
SCOTT COUNTY, MINNESOTA**

| | |
|----------------------------------|-------------------|
| Date: | November 18, 2014 |
| Resolution No.: | 2014-204 |
| Motion by Commissioner: | Ulrich |
| Seconded by Commissioner: | Menden |

NOW, THEREFORE, BE IT RESOLVED, that the Scott County Board of Commissioners hereby supports the submittal of the following projects to the Transportation Advisory Board for consideration in the 2014 Regional Solicitation process:

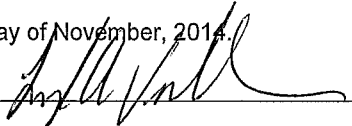
1. CH 21/TH13 Intersection Improvements
2. CH 42/TH13 Intersection Improvements
3. CH 8 Reconstruction from CH 27 to CH 91
4. CH 16 Expansion from CH 83 to CH 21
5. CH 27 Expansion from CH 44 to CH 21
6. CH 42 Expansion from CH 17 to CH 83
7. TH 169/TH 41/78 Interchange
8. TH 169 System Management
9. TH 169 Connector Transit Service

| COMMISSIONERS | VOTE | | | |
|---------------|---|-----------------------------|---------------------------------|----------------------------------|
| Wagner | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Absent | <input type="checkbox"/> Abstain |
| Wolf | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Absent | <input type="checkbox"/> Abstain |
| Menden | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Absent | <input type="checkbox"/> Abstain |
| Marschall | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Absent | <input type="checkbox"/> Abstain |
| Ulrich | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Absent | <input type="checkbox"/> Abstain |

State of Minnesota)
County of Scott)

I, Gary L. Shelton, duly appointed qualified County Administrator for the County of Scott, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Scott County, Minnesota, at their session held on the 18th day of November, 2014 now on file in my office, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal at Shakopee, Minnesota, this 18th day of November, 2014.



County Administrator
Administrator's Designee



Minnesota Department of Transportation

Metro District
1500 West County Road B-2
Roseville, MN 5511

November 25, 2014

Lisa Freese
Transportation Program Director
Scott County
600 Country Trail East
Jordan, MN 55352

RE: Regional Solicitation Application for Highway 13/CSAH 21 Intersection Improvements

Dear Lisa:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council's 2014 Regional Solicitation. Your application for the Highway 13/CSAH 21 Intersection Improvements impacts MnDOT right of way on Highway 13.

MnDOT, as the agency with jurisdiction over Highway 13, supports the application for Highway 13/CSAH 21 Intersection Improvements. Details of a future maintenance agreement with the county will be determined during project development to define how the project will be maintained for the project's useful life.

This project currently has no funding from MnDOT.

Sincerely,

A handwritten signature in purple ink that reads "Scott McBride".

Scott McBride, P.E.
Metro District Engineer

Cc: Elaine Koustoukos, Metropolitan Council
Jon Solberg, MnDOT Metro District - South Area Manager

An Equal Opportunity Employer



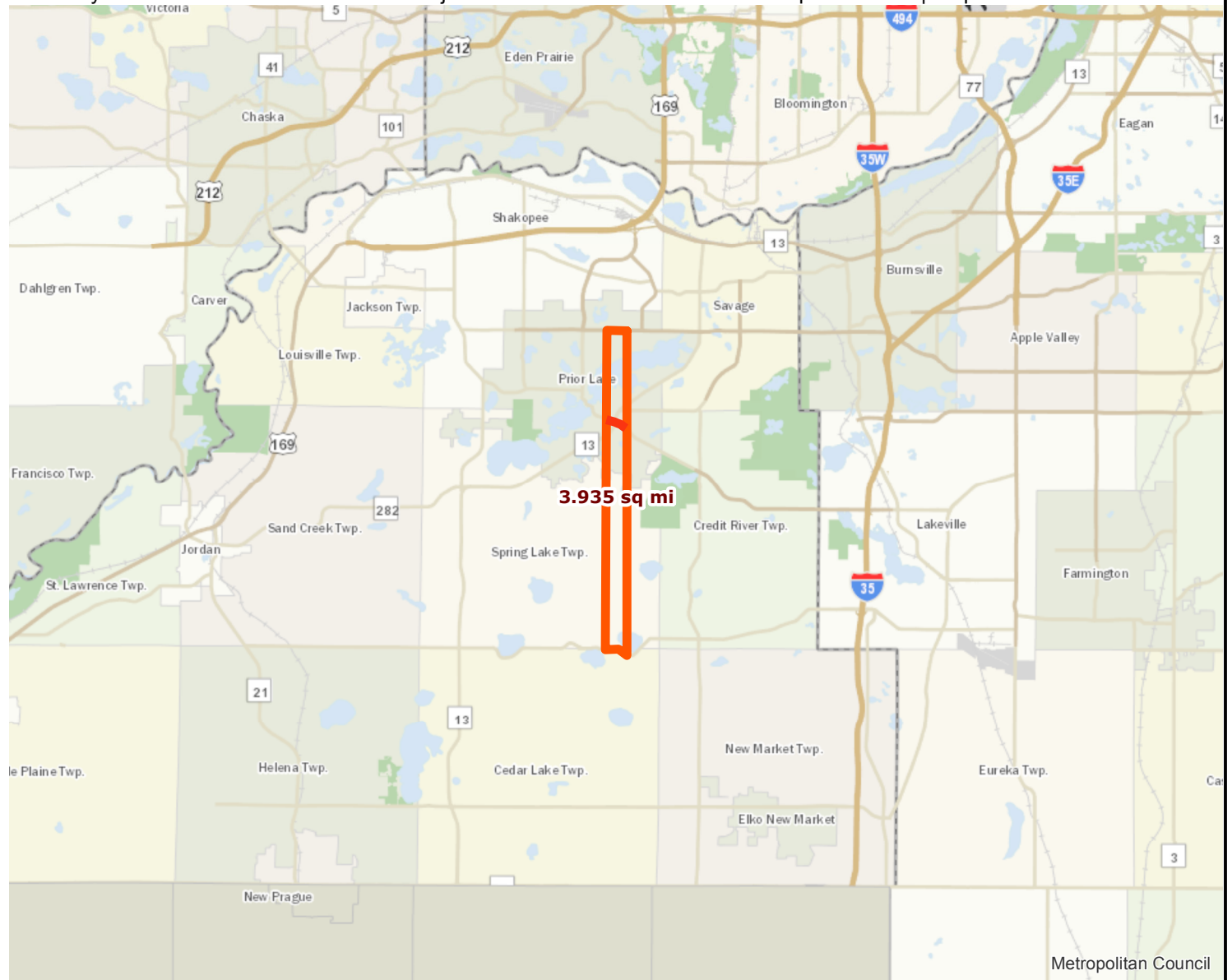
Roadway Area Definition

Roadway Reconstruction/Modernization Project: CSAH 21/TH 13 Intersection Improvements | Map ID: 1414765354147

Results

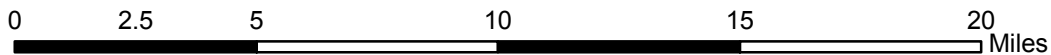
Project Length: 0.533 miles

Project Area: 3.935 sq mi



Metropolitan Council

- Project
- Project Area



Created: 10/31/2014
LandscapeRSA1



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



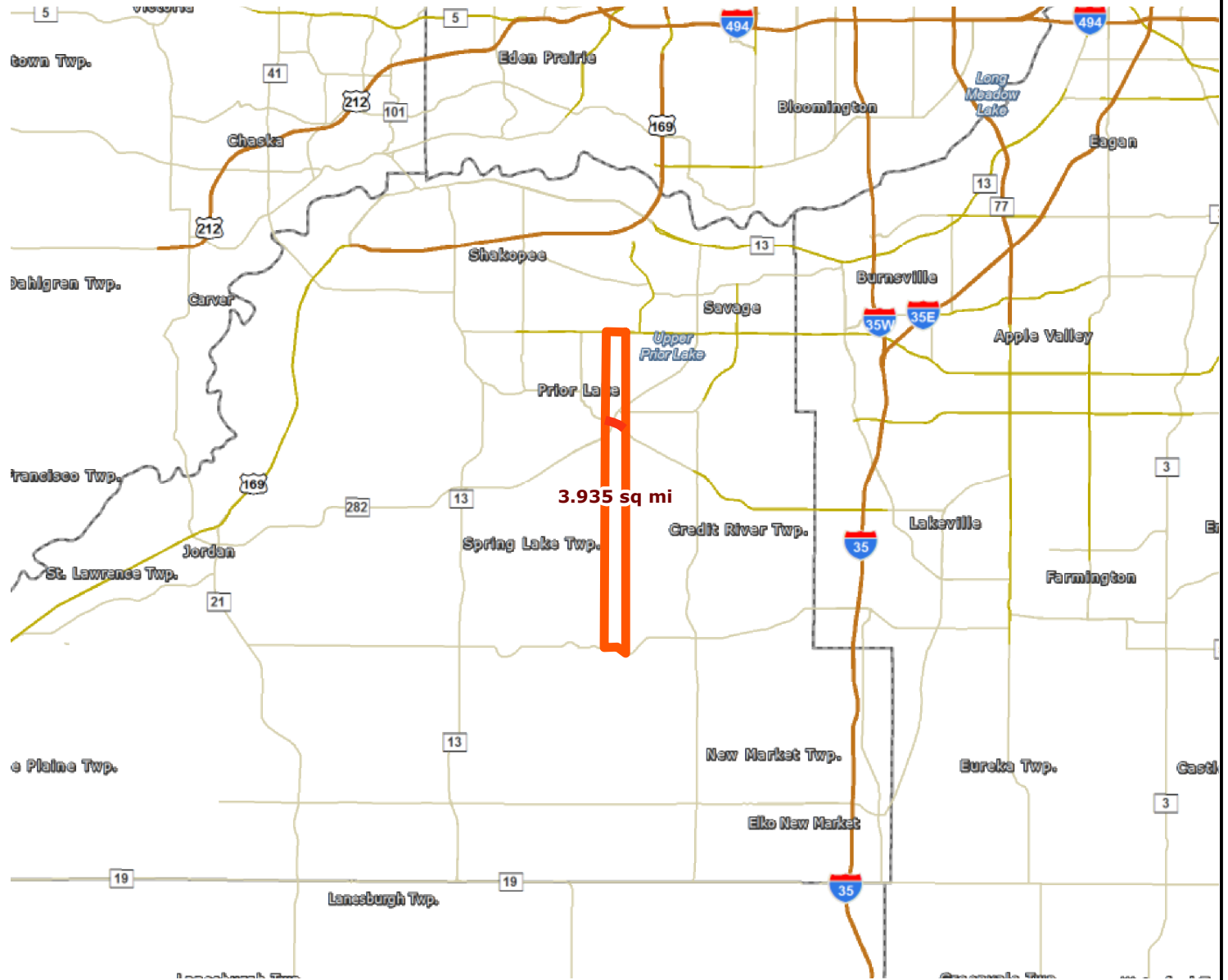
Regional Economy

Results

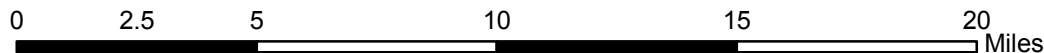
Project **NOT IN** area of Job Concentration.

Project **NOT IN** to area of Manufacturing and Distribution.

Project **NOT CONNECTED** to area of Education Institutions.



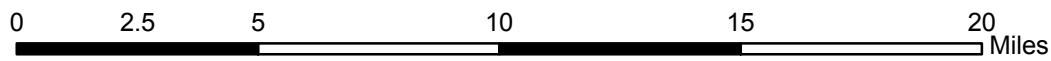
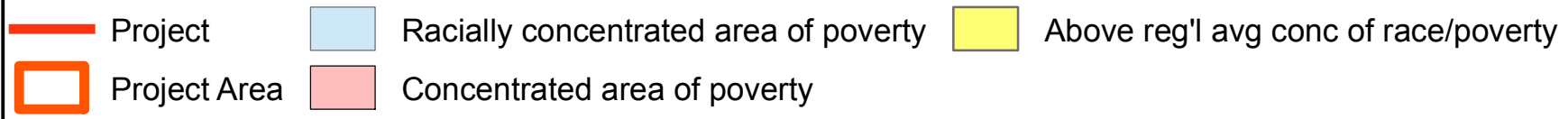
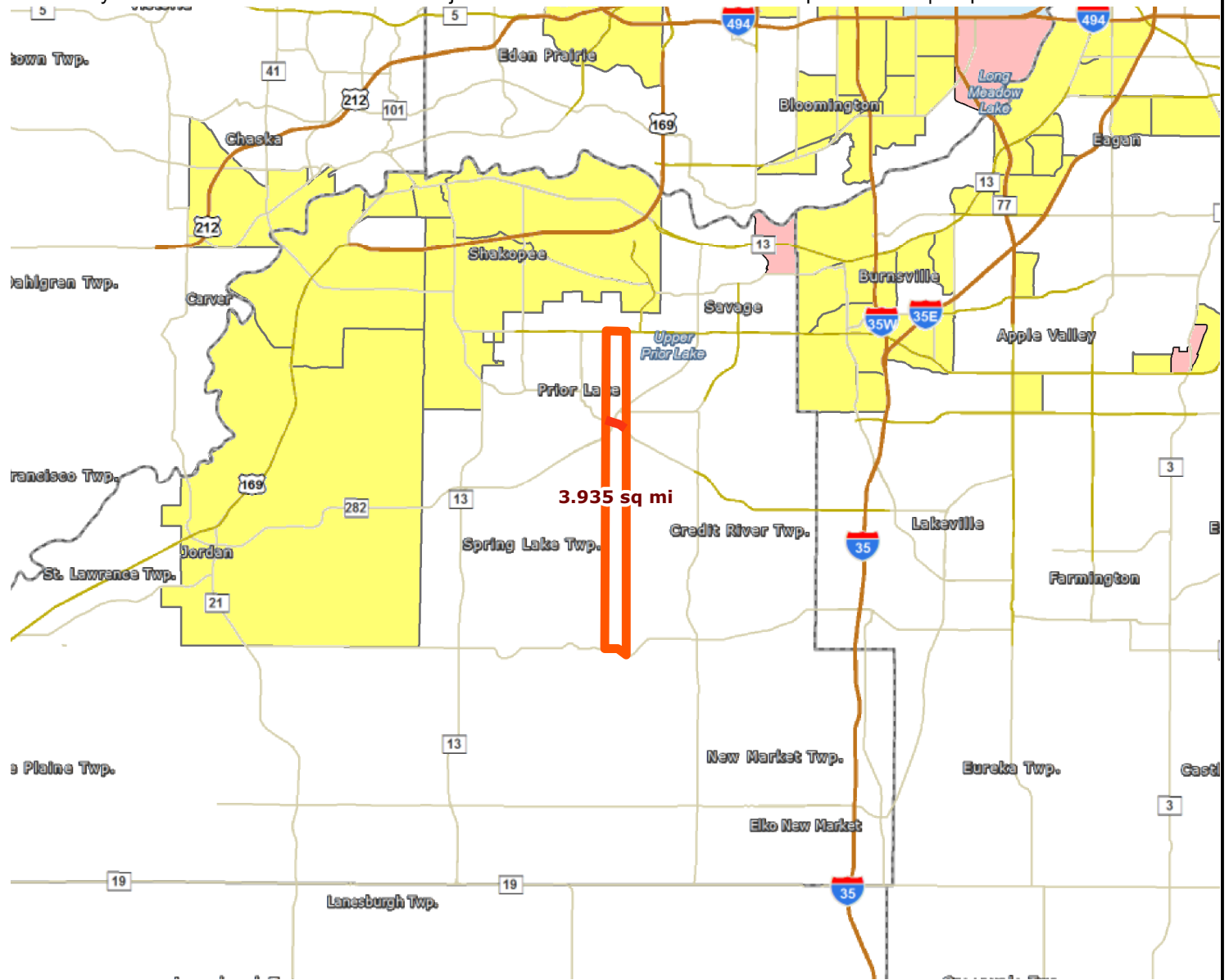
- Project
- ▭ Project Area



Socio-Economic Conditions Roadway Reconstruction/Modernization Project: CSAH 21/TH 13 Intersection Improvements | Map ID: 1414765354147

Results

Project **NOT IN** any area of concentrated poverty.



Created: 10/31/2014
LandscapeRSA2



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Existing Conditions

10: TH 13 & CH 21

| Direction | All |
|-------------------------|------|
| Volume (vph) | 2507 |
| Total Delay / Veh (s/v) | 67 |
| CO Emissions (kg) | 5.03 |
| NOx Emissions (kg) | 0.98 |
| VOC Emissions (kg) | 1.16 |

Future Conditions

10: TH 13 & CH 21

| Direction | All |
|-------------------------|------|
| Volume (vph) | 2507 |
| Total Delay / Veh (s/v) | 24 |
| CO Emissions (kg) | 3.47 |
| NOx Emissions (kg) | 0.68 |
| VOC Emissions (kg) | 0.80 |

Existing Conditions

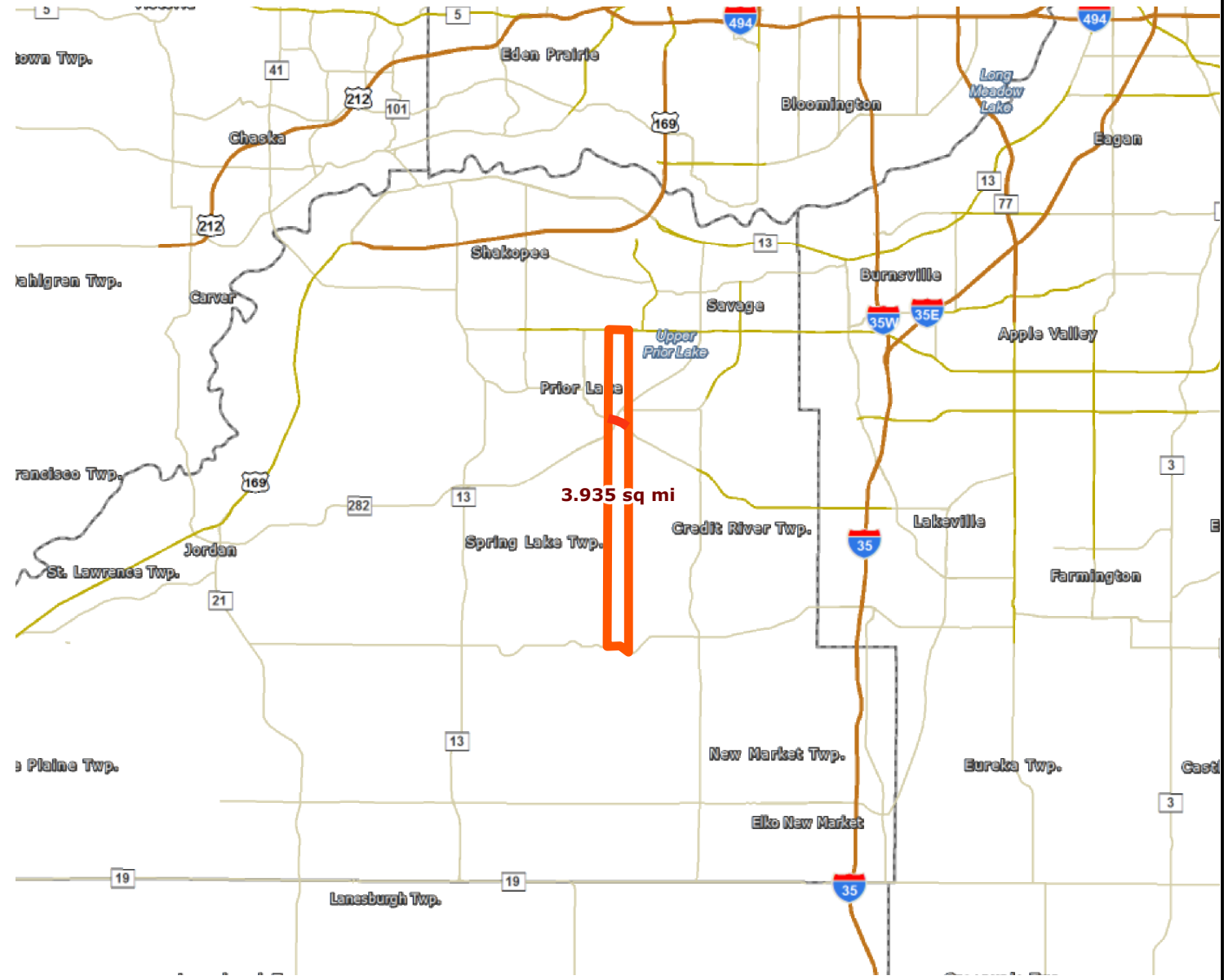
10: TH 13 & CH 21

| Direction | All |
|-------------------------|------|
| Volume (vph) | 2507 |
| Total Delay / Veh (s/v) | 67 |
| CO Emissions (kg) | 5.03 |
| NOx Emissions (kg) | 0.98 |
| VOC Emissions (kg) | 1.16 |

Future Conditions

10: TH 13 & CH 21

| Direction | All |
|-------------------------|------|
| Volume (vph) | 2507 |
| Total Delay / Veh (s/v) | 24 |
| CO Emissions (kg) | 3.47 |
| NOx Emissions (kg) | 0.68 |
| VOC Emissions (kg) | 0.80 |

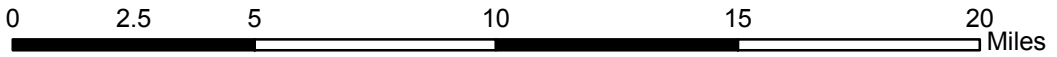


Results

Transit with a Direct Connection to project:
490 492

**indicates Planned Alignments*

- Project
- Project Area



Created: 10/31/2014
LandscapeRSA3



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

